



H. Gordon Monk  
Legislative Fiscal Officer

**STATE OF LOUISIANA**  
**LEGISLATIVE FISCAL OFFICE**  
**BATON ROUGE**

Post Office Box 44097  
Capitol Station  
Baton Rouge, Louisiana 70804  
Phone: 225.342.7233  
Fax: 225.342.7243

To: The Honorable James R. "Jim" Fannin, Chairman  
Joint Legislative Committee on the Budget  
The Honorable Members of the Joint Legislative Committee on the Budget

From: H. Gordon Monk, Legislative Fiscal Officer  
Alan M. Boxberger, Fiscal Analyst

Date: October 28, 2011

Subject: GREATER NEW ORLEANS EXPRESSWAY COMMISSION  
FY 12 BUDGET ANALYSIS

The Greater New Orleans Expressway Commission (GNOEC) staff annually prepares its budget for approval by the Commissioners in accordance with its bond indenture. Upon approval by the GNOEC, the budget is then submitted to the Legislative Fiscal Office. The GNOEC approved the original budget and submitted the approved budget to the Legislative Fiscal Office on August 15, 2011.

Prior to the submission of the annual operating budget to the Joint Legislative Committee on the Budget (JLCB) for its approval or rejection, the Legislative Fiscal Office reviews the submission of the budget for mathematical accuracy and content. In addition, the Legislative Fiscal Office prepares an analysis of the budget submitted by the GNOEC and provides this report to the Joint Legislative Committee on the Budget (JLCB) for its consideration.

**BUDGET SUMMARY, FISCAL YEAR 2011-12**  
**Greater New Orleans Expressway Commission**

**BUDGET REVIEW AUTHORITY**

	Actual	Actual	Approved	Estimated	Requested	Approved		
	FY 09	FY 10	FY 11	Year End FY 11	FY 12	FY 11 vs. FY 12	Page No.	Notes
<b>Means of Finance</b>								
Highway Fund No. 2	\$5,194,515	\$5,441,447	\$5,800,000	\$4,655,089	\$4,600,000	-20.7%	3	
Tolls	\$17,051,055	\$16,025,247	\$15,467,000	\$16,076,000	\$16,120,000	4.2%	3,4,7,8	See graph on page 8
Interest Income	\$132,906	\$25,872	\$50,000	\$31,500	\$25,000	-50.0%	4	Lower interest rates on funds
Other Revenue	\$13,085	\$7,286	\$10,000	\$10,000	\$10,000	0.0%		No change
<b>Total MOF</b>	<b>\$22,391,561</b>	<b>\$21,499,852</b>	<b>\$21,327,000</b>	<b>\$20,772,589</b>	<b>\$20,755,000</b>	<b>-2.7%</b>		
<b>Expenditures</b>								
Salaries	\$3,967,952	\$4,089,173	\$4,338,031	\$4,018,914	\$4,060,529	-6.4%	4,10,20	4.5 reduction of FTE positions
Related Benefits	\$1,435,399	\$1,752,364	\$1,923,232	\$1,701,459	\$1,761,098	-8.4%	10	4.5 reduction of FTE positions
Other Compensation	\$34,180	\$34,180	\$34,180	\$34,180	\$34,180	0.0%	10	Commissioners' salaries
<b>Personnel Svcs.</b>	<b>\$5,437,531</b>	<b>\$5,875,717</b>	<b>\$6,295,443</b>	<b>\$5,754,553</b>	<b>\$5,855,807</b>	<b>-7.0%</b>		
<b>Operating Services</b>	<b>\$2,859,437</b>	<b>\$3,358,898</b>	<b>\$3,242,500</b>	<b>\$3,496,439</b>	<b>\$3,371,600</b>	<b>4.0%</b>	<b>4,5,11</b>	<b>Increase in insurance premiums</b>
<b>Supplies</b>	<b>\$1,433,676</b>	<b>\$1,504,216</b>	<b>\$1,425,050</b>	<b>\$1,419,058</b>	<b>\$1,386,675</b>	<b>-2.7%</b>	<b>11</b>	
<b>Operating Expenses</b>	<b>\$4,293,113</b>	<b>\$4,863,114</b>	<b>\$4,667,550</b>	<b>\$4,915,497</b>	<b>\$4,758,275</b>	<b>1.9%</b>		
<b>Professional Services</b>	<b>\$218,443</b>	<b>\$184,356</b>	<b>\$206,300</b>	<b>\$181,746</b>	<b>\$181,300</b>	<b>-12.1%</b>	<b>12,13</b>	
Debt Service	\$4,749,226	\$4,643,112	\$4,637,879	\$4,637,879	\$4,635,125	-0.1%	13,14	Debt service sch., pg. 14
State Surplus-HPL	\$1,591,703	\$1,635,422	\$1,831,163	\$1,593,768	\$1,752,762	-4.3%	5,15	
<b>Other Charges</b>	<b>\$6,340,929</b>	<b>\$6,278,534</b>	<b>\$6,469,042</b>	<b>\$6,231,647</b>	<b>\$6,387,887</b>	<b>-1.3%</b>		
Acquisitions	\$353,770	\$473,600	\$440,639	\$440,639	\$189,054	-57.1%	16,17	
Major Repairs/Cap Im	\$5,747,775	\$3,824,531	\$3,248,026	\$3,248,507	\$3,382,677	4.1%	17,18,19	
<b>Acquisitions/Repairs</b>	<b>\$6,101,545</b>	<b>\$4,298,131</b>	<b>\$3,688,665</b>	<b>\$3,689,146</b>	<b>\$3,571,731</b>	<b>-3.2%</b>		
<b>Total Expenditures</b>	<b>\$22,391,561</b>	<b>\$21,499,852</b>	<b>\$21,327,000</b>	<b>\$20,772,589</b>	<b>\$20,755,000</b>	<b>-2.7%</b>		

Section 2 of Act 875 of 1988 requires the GNOEC to submit its annual budget to the Joint Legislative Committee on the Budget for its approval or rejection prior to the expenditure of funds contained in such budget. Historically, the Joint Legislative Committee on the Budget has approved the Greater New Orleans Expressway Commission's budget in February or March after beginning of the Commission's fiscal year. However, passage of Act 842 of the 2008 Regular Legislative Session requires "...consideration of operating budgets shall be given in advance of the beginning of the subject entity's fiscal year." The GNOEC's new fiscal year begins on November 1, 2011; therefore, its annual operating budget is being presented at this time.

Section 4 of Act 875 of 1988 provides that the Expressway Commission may secure bonds by a trust agreement and that any revenues of the Commission remaining at the end of each fiscal year after (1) payment of all expenses of maintaining and operating the facilities of the Commission and (2) satisfaction of all obligations of the Commission shall be considered surplus. This surplus shall be transferred to the Treasurer of the State of Louisiana for deposit in the Treasury, provided that prior to the transfer of surplus funds the Commission shall use said funds first for its officers to police the Huey P. Long Bridge, and transfer \$50,000 each fiscal year to the parishes of St. Charles, St. John the Baptist, and Tangipahoa. Act 1227 of 1995 provides

that the Commission use surplus funds to provide \$50,000 per year beginning in FY 95 to the following: Jefferson and St. Tammany parishes, the City of New Orleans for use by the New Orleans Recreation Department (NORD) and the New Orleans Police Department (NOPD) and the Washington Parish Infrastructure and Park Fund. Of the \$50,000 allocated to the City of New Orleans, Act 892 of the 2008 Regular Legislative Session provides for \$25,000 be allocated to the New Orleans Recreation Department and \$25,000 to be allocated to the New Orleans Police Department.

### **BUDGET SUMMARY**

The Greater New Orleans Expressway Commission (GNOEC) is requesting approval of a FY 12 budget that represents a 2.7% decrease, or \$572,000 total means of finance, from the budget approved by the JLCB for FY 11. The Commission projects an increase in toll revenues of approximately \$653,000 over that originally budgeted in FY 11. This increase is offset, however, by the Commission's choice to lower its authority from Highway Fund No. 2 by \$1.2 million from what was originally budgeted in FY 11, and a \$25,000 decrease in interest/other income. The Commission chose to voluntarily lower its budget authority from Highway Fund No. 2 after actual collections during FY 11 were substantially less than the revenue estimate adopted by the Revenue Estimating Conference. Based upon the latest revenue estimate, the GNOEC's anticipated share of revenue should total \$5.8 million in FY 12. The Commission requested budget authority of \$4.6 million for FY 12. While actual collections fell short of the estimate in FY 11, early data in the current fiscal year suggests that vehicle sales tax collections are recovering from last year's unanticipated decline. The total recommended decrease in FY 12 revenues is approximately \$17,589 from the current revenues estimated through FY 11.

### **MEANS OF FINANCING**

#### **State Highway Fund Number 2**

State Highway Fund No. 2 revenues are derived from vehicular license taxes collected in the parishes of Orleans, Jefferson, St. John the Baptist, St. Charles, Tangipahoa and St. Tammany. These revenues are divided equally between the Greater New Orleans Expressway Commission (GNOEC) and the Crescent City Connection Division (CCCD). Based upon the Revenue Estimating Conference's latest adopted revenue forecast for FY 12 of \$11.6 million, the GNOEC's anticipated share of revenue should total \$5.8 million in State Highway Fund No. 2 dollars in FY 12. However, the Commission has requested that for purposes of constructing its budget for the upcoming fiscal year, that a more conservative total be budgeted from Highway Fund No. 2 at \$4.6 million. The Commission feels this lower number could more accurately reflect anticipated revenues, as actual collections in FY 11 provided a total prorated distribution to the GNOEC of \$4,655,089, substantially less than the \$5.8 million originally budgeted.

Unlike previous fiscal years, the GNOEC's budget authority from State Highway Fund No. 2 will not be greater than its annual debt service payment, projected to be \$4,635,125 in FY 12. As stated in previous reports, the Legislative Fiscal Office (LFO) previously requested and received an Attorney General opinion on this matter verifying that "surplus" funds from Highway Fund No. 2 could be utilized by the GNOEC in its budget for capital improvements. Because there are no anticipated surplus funds after debt service payments, there is no budgeted use of Highway Fund No. 2 for capital projects in FY 12.

#### **Toll Revenues/Interest Income**

Toll revenues are budgeted based upon historical collections and trends in traffic patterns. The budget for toll revenues for FY 12 is projected to increase by approximately 4.2% from the amount originally approved for FY 11. Toll revenues are budgeted at \$16,120,000 for FY 12,

which is \$653,000 more than what was approved in FY 11 (\$15,467,000), and approximately \$44,000 more than current projected collections in FY 11 (\$16,076,000). The GNOEC, through a \$6,300 professional service contract with a traffic engineering consultant that estimates toll revenues for the GNOEC, speculates that an anticipated decrease in toll collections from FY 10 to FY 11 may not have materialized due to higher fuel prices making the toll a more desirable alternative for truck traffic than taking the longer distance path around Lake Pontchartrain. Additionally, an Army Corps of Engineers Levee Work Project at the South Toll Plaza area did not result in the severe congestion along Causeway Boulevard that was originally anticipated. The GNOEC police and maintenance crews monitored traffic and reported that delays were not significant enough to result in the diversion of traffic to alternate routes. These two factors contributed to result in higher than expected revenue collections in FY 11, and those higher collections are projected into next fiscal year.

The total number of one-way crossings on the expressway is anticipated to be 6,366,593 in FY 12 as opposed to 6,350,333 in FY 11, or 16,260 more crossings (see graphs on page 7 and 8). Toll collections depend upon vehicle type and payment method, which includes full fare and discounted fare programs.

Interest income is projected to decrease 50%, or \$25,000, from the \$50,000 total approved last fiscal year. According to the GNOEC, the decrease in interest collections is due to continuing low interest rates, fund balances being expended on projects, and the overall economic climate.

## **EXPENDITURES**

### **Personnel Expense**

The salary expenditure category is budgeted at 6.4% less than the amount approved in FY 11, which includes a 4.5 decrease in fulltime equivalents (FTEs) from 104 in FY 11 to 99.5 in FY 12 as the GNOEC eliminated a command/security position (1.0 FTE), a Motorist Assistance Patrol position (1.0 FTE), a bascule rover position (0.5 FTE) and two dispatch positions (2.0 FTE). The eliminated positions were unfilled vacancies and resulted in an annual savings of approximately \$137,500. The total number of FTEs for FY 12 is 16 administrative and 83.5 non-administrative for total FTEs of 99.5. In addition, a portion of the personnel count for administration (3 FTE positions) and operations (13.0) are allocated to Huey P. Long (HPL) Bridge expenditures. Including the 16 HPL positions brings the total FTE for the GNOEC to 115.5.

Traditionally, administrative and supervisory personnel of the GNOEC may receive merit increases as a flat percentage based upon individual job performances. Historically, merit increases are approved each year through the Commission's budget approval process. For FY 12, the Commission authorized merit based pay increases ranging from \$200 to \$624, but limited consideration for pay increases to only employees making less than \$34,000 annually. Fifty positions will receive pay increases at an annual total salary cost of \$22,348.

The GNOEC currently has 32 Peace Officer Standards & Training (POST) certified police officers (24 – Causeway, 8 Huey P. Long Bridge). Act 664 (SB 26) of the 2008 Regular Legislative Session provides that these police officers are eligible to receive state supplemental pay, which is currently \$500/month or \$6,000/year for a total state supplement of \$192,000 as all Causeway police officers currently receive the state supplement. This portion of the police officers' salaries is not included in the GNOEC's budget as the state pays this amount annually. However, the GNOEC is responsible for paying the related benefits costs associated with the additional \$6,000 state salary supplement, which equates to approximately \$57,600 of additional related benefits expenditures included in the operating budget over and above the base amount.

### Operating Expenses (Operating Services/Material & Supplies)

Operating Expenses include advertising, the publication of public notices and minutes, insurance, travel, telephone and radio expenses, utilities and other operating services. Other operating services include unused vacation and sick leave, dues and subscriptions, trustee fees, bank and visa charges for toll deposits, and other miscellaneous expenses. The FY 12 budget for total operating expenses is \$4,758,275, which is an increase of \$90,725, or 1.9%, more than what was approved in FY 11. The bulk of this increase is due primarily to a projected increase in insurance premiums of \$144,100, utilities expenditures of approximately \$40,000 (primarily cost of oil/fuel) and vehicle repairs/maintenance and safety supplies of approximately \$42,025. These increases were partially offset by projected reduced expenditures on the commission's motorist safety campaign (\$5,000), travel (\$2,500), telephone and radio expenses (\$45,000), general administrative office supplies (\$20,600) and general repair and maintenance supplies (\$59,800).

### Professional Services

The Commission hires some outside consultants and services under professional services contracts. These items include services for bond indenture requirements in the form of an independent audit and accounting services (\$85,000), engineering and traffic consultants (\$11,300), legal counsel (\$65,000) and investment consultation (\$20,000). The total projected professional services expenditure totals \$181,300, which is roughly equal to the projected expenditure in FY 11 and actual expenditure in FY 10.

### Other Charges (Debt Service/Huey P. Long Bridge/State Surplus)

Per Act 875 of 1988, the Commission provides \$50,000 each fiscal year to the parishes of St. Charles, St. John the Baptist, and Tangipahoa for a total of \$150,000. Per Act 1227 of 1995, the Commission provides \$50,000 to each of the following: Jefferson Parish, St. Tammany Parish, the City of New Orleans for use by the New Orleans Recreation Department and the New Orleans Police Department, and the Washington Parish Infrastructure and Park Fund, for a total of \$200,000.

The Commission is responsible for the policing of the Huey P. Long Bridge and budgets \$1,752,762 for FY 12 expenditures paid from anticipated excess revenues to the State. This represents an expenditure decrease of \$78,401, or 4.3%. This decrease is primarily related to the elimination of one vacant Motorist Assistance Patrol position.

### Total Acquisitions & Major Repairs

This category includes capital acquisitions and the major repairs/capital improvement program. The Commission's budget request includes a decrease of \$251,585, or 57.1%, in acquisitions expenditures to a new total of \$189,054. The major repairs and capital improvements expenditure category increases by \$134,651, or 4.1%, from the amount approved by the Committee last fiscal year. The FY 12 requested amount for major repairs and capital improvements is \$3,382,677. The total budget for Acquisitions and Major Repairs is \$3,571,731 in FY 12.

The approved budget request for the capital improvements/rehabilitation program includes nine (9) projects. These projects include: North Channel Bascule Control System Replacement (\$360,000), South Channel Fender Repair & Structural Improvements (\$320,000), North and South Bound Bridge Traffic Signs (\$25,000)\*, Modifications to the Cable Tray Support System (\$225,000)\*, Replacement of the 9-Mile Turnaround Spans (\$325,000)\*, Realignment of Spans on the Northbound Bridge (\$125,000)\*, Piling Restoration Transformer Vaults (\$540,000), North Toll

Plaza and Toll System Replacement (\$2,000,000)\*, and Variable Message Signs (\$180,000). The GNOEC is required to have all funds available prior to the start of any capital improvement project. This project list includes new projects as denoted with an asterisk (\*) above, as well as continuing projects started with funds accrued in prior fiscal years.

### **BUDGET ISSUES**

#### **U.S. Army Corps of Engineers' Project at South Toll Plaza**

Currently the U.S. Army Corps of Engineers is constructing a T-wall and bridge at the South Toll Plaza. The construction begins north of 6<sup>th</sup> Street and extends northward approximately 500 feet onto the existing Causeway. The new floodwall under Causeway Boulevard will tie into the existing lakefront levees and provide flood protection up to 15 feet. In addition, this project involves raising 700 feet of Causeway Boulevard south of the bridge to enable access to build the floodwall under the road.

Due to the location of this construction project, the GNOEC vacated and demolished the South Toll Plaza area. This involved relocating certain functional operations of the GNOEC. The GNOEC is now leasing office space for its activities in the Volunteers of America Building on North Causeway Boulevard (administrative services, dispatch and security cameras) and at a secondary site on Ridgelake Drive (toll tag store, bridge monitors, records department and south shore maintenance). The south shore police function relocated to the north toll plaza area, consolidating all police activities in that facility.

The GNOEC signed an intergovernmental agreement with the Governor's Office of Coastal Protection and Restoration (OCPR) in July 2010 that provides for OCPR to provide "just compensation" for the property rights of the land vacated by the GNOEC for this levee project. The GNOEC was compensated \$2.6 million. At this time the GNOEC is exploring options for permanent office space but has not budgeted the \$2.6 million nor allocated it to a specific future project.

To date \$2.15 million has been expended by the GNOEC on relocating operations. At this time, the U.S. Army Corp. of Engineers has not agreed to reimburse the GNOEC for moving expenses. The GNOEC relocated its Operations and Systems functions into leased office space and is currently expending approximately \$8,200 per month in the Volunteers of America Building and \$3,300 at the Ridgelake Drive property.

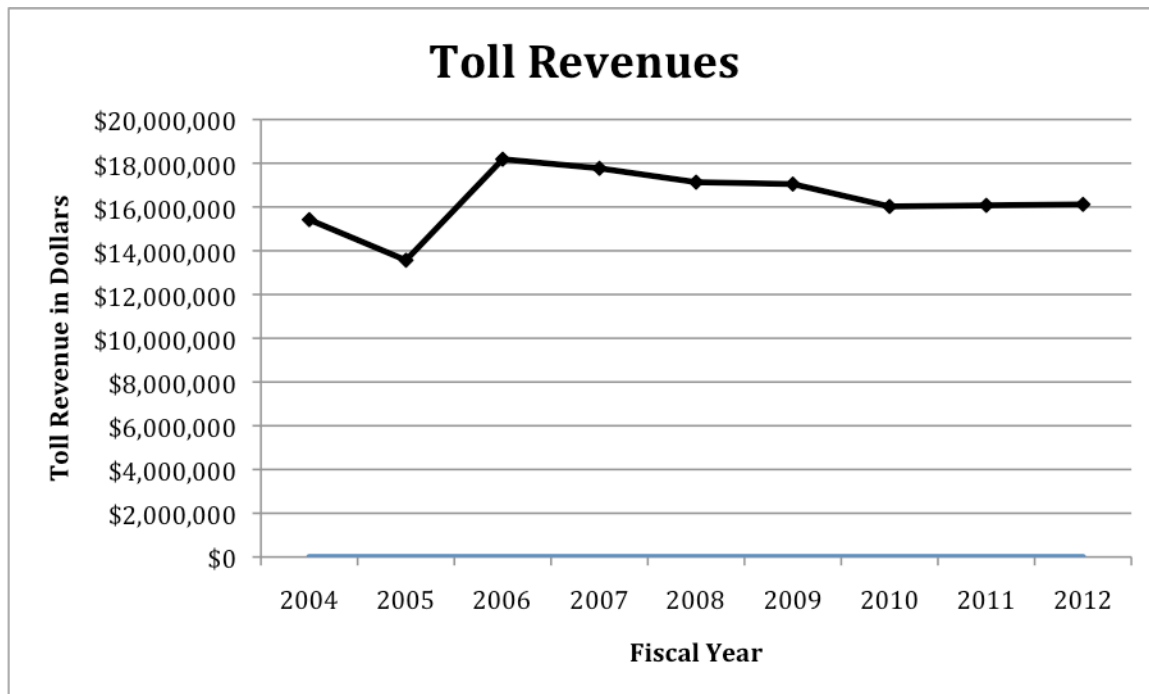
The U.S. Army Corp of Engineers awarded the \$43.2 million contract to Boh Bros. Construction Company for the project. The overall goal of the project is to provide a system of protection from the effects of a 100-year storm. The U.S. Army Corp of Engineers is estimating traffic delays on the bridge for southbound commuters on weekday mornings. Of the estimated 20,000 vehicles per day on the southbound Causeway near the bridge, about 15,000 exit the bridge between 7 AM and 8:15 AM during the morning commute.

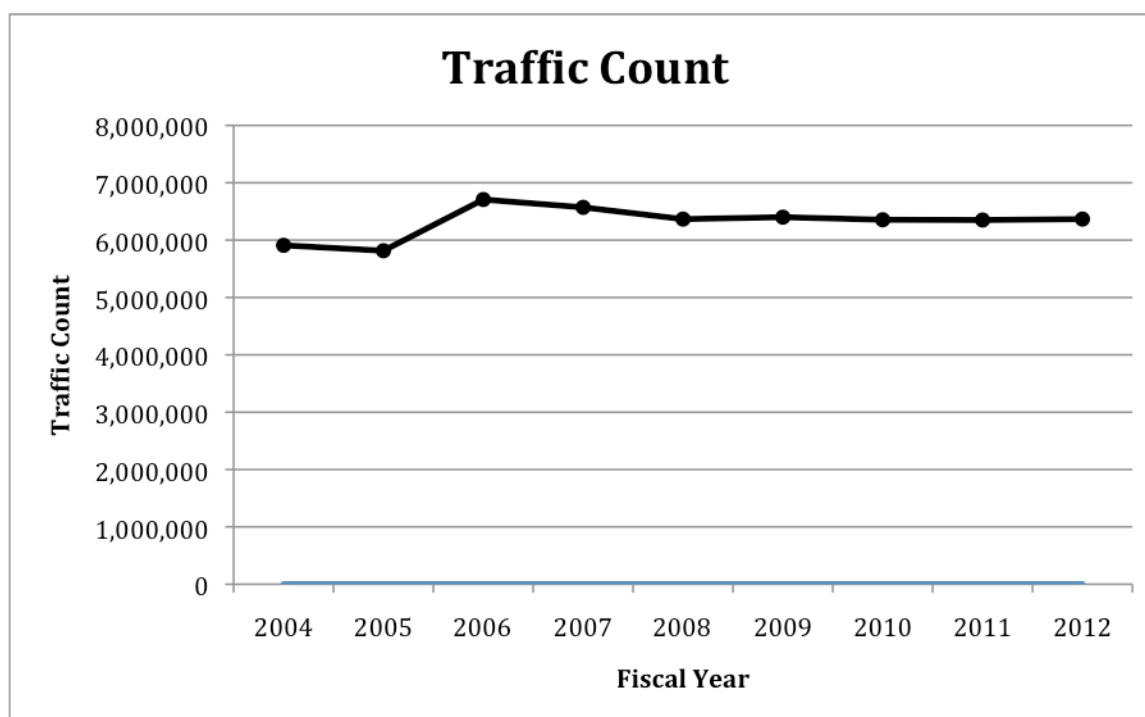
### Toll Revenues

Toll revenues are budgeted based upon historical collections and trends in traffic patterns. The budget for toll revenues for FY 12 is projected to increase by approximately 4.2% from the amount approved for FY 11. Toll revenues are budgeted at \$16,120,000 for FY 12, or \$653,000 more than the \$15,467,000 approved in FY 11, and approximately \$44,000 more than projected actual collections of \$16,076,000 in FY 11. On page 7 and 8 are graphs that illustrate toll revenue collections and traffic counts from FY 04 (pre-Katrina levels) to projected levels in FY 12. Traffic counts and toll collections realized annual declines between FY 06 and FY 10, but appear to have stabilized since that time.

<u>FY</u>	<u>Toll Revenues</u>	<u>Traffic Count</u>
2004	\$15,421,017	5,909,426
2005	\$13,566,529	5,814,832
<b>2006</b>	<b>\$18,184,159</b>	<b>6,707,603</b>
2007	\$17,768,414	6,571,180
2008	\$17,135,270	6,366,320
2009	\$17,047,947	6,400,327
2010	\$16,025,247	6,355,044
*2011	\$16,076,000	6,350,333
*2012	\$16,120,000	6,366,593

\*Figures are projected through end of FY 11 and estimated for FY 12.





### TOLL RATES AND REHABILITATION PROJECTS

In February 1995, the Greater New Orleans Expressway Commission (GNOEC) increased tolls and charges on the Lake Pontchartrain Causeway. The revenues generated from the increase are dedicated for the purpose of funding major repairs/capital improvement projects. The schedule of tolls and charges below became effective February 1, 1995.

NOTE: The GNOEC began one-way toll collections in May 1999. Tolls have been collected only on the North Shore since that time.

### PRIOR AND CURRENT TOLL SCHEDULE

<u>Height</u>	<u>Type</u>	<u>Axles</u>	<u>Current Toll</u>	<u>Prior Toll</u>
Under 7'6"	Commuter Cash	2	\$2.00	\$0.50
		2	\$3.00	\$1.00
		3	\$4.50	\$1.50
		4	\$6.00	\$2.00
		5+	\$7.50	\$2.50
Over 7'6"	Cash	2	\$6.00	\$2.35
		3	\$9.00	\$2.90
		4	\$12.00	\$3.75
		5+	\$15.00	\$4.00



## PERSONNEL EXPENSE

		Actual		Actual		Approved		Requested
<u>SALARIES</u>	<u>FTE</u>	<u>FY 09</u>	<u>FTE</u>	<u>FY 10</u>	<u>FTE</u>	<u>FY 11</u>	<u>FTE</u>	<u>FY 12</u>
General Mgr/Dir. Transition & Hurr.**	1.0	\$155,832	1.0	\$26,492	0.0	\$0	0.0	\$0
General Manager***	0.0	\$0	0.0	\$105,000	1.0	\$110,250	1.0	\$110,250
Asst. Gen. Manager	1.0	\$90,281	1.0	\$0	0.0	\$0	0.0	\$0
Office Personnel	19.0	\$711,332	19.0	\$762,488	19.0	\$789,174	18.0	\$779,602
Less: HPL Adm.	(3.0)	(\$133,732)	(3.0)	(\$124,838)	(3.0)	(\$136,402)	(3.0)	(\$137,085)
<b>Total Administrative</b>	<b>18.0</b>	<b>\$823,713</b>	<b>18.0</b>	<b>\$769,142</b>	<b>17.0</b>	<b>\$763,022</b>	<b>16.0</b>	<b>\$752,767</b>
Toll Collectors	14.5	\$436,659	14.5	\$444,190	15.0	\$458,878	15.0	\$465,417
Bridge Monitors	5.0	\$135,944	5.0	\$136,214	4.5	\$136,219	4.5	\$134,631
Maintenance	29.0	\$914,000	29.0	\$961,099	29.0	\$1,081,817	28.0	\$1,057,399
Bascule Operators	5.5	\$187,707	5.5	\$204,934	5.5	\$210,148	5.0	\$193,860
Dispatch	14.0	\$441,127	14.0	\$461,992	14.0	\$537,991	12.0	\$483,083
Police	32.5	\$1,657,076	32.5	\$1,767,001	32.0	\$1,945,284	32.0	\$1,740,802
Less: HPL Operations	(13.0)	(\$628,274)	(13.0)	(\$655,399)	(13.0)	(\$795,328)	(13.0)	(\$767,430)
<b>Total Operations</b>	<b>87.5</b>	<b>\$3,144,239</b>	<b>87.5</b>	<b>\$3,320,031</b>	<b>87.0</b>	<b>\$3,575,009</b>	<b>83.5</b>	<b>\$3,307,762</b>
<b>TOTAL SALARIES</b>	<b>105.5</b>	<b>\$3,967,952</b>	<b>105.5</b>	<b>\$4,089,173</b>	<b>104.0</b>	<b>\$4,338,031</b>	<b>99.5</b>	<b>\$4,060,529</b>
<b>Related Benefits</b>								
Parochial (Retirement)		\$655,583		\$798,495		\$923,250		\$870,878
Group Insurance		\$837,272		\$1,041,173		\$1,142,429		\$1,022,931
Retirees Group Benefits		\$100,876		\$116,714		\$128,126		\$129,341
Gov. Def. Comp. Plan		\$83,304		\$83,304		\$86,400		\$85,000
Less: HPL Rel. Benef.		(\$241,636)		(\$287,322)		(\$356,973)		(\$347,052)
<b>Total Related Benefits</b>		<b>\$1,435,399</b>		<b>\$1,752,364</b>		<b>\$1,923,232</b>		<b>\$1,761,098</b>
<b>Other Compensation*</b>		<b>\$34,180</b>		<b>\$34,180</b>		<b>\$34,180</b>		<b>\$34,180</b>

\*Other Compensation represents the salaries of the Greater New Orleans Expressway Commissioners. The five appointed commissioners are paid \$569.66 per month for Commission duties as provided by an amendment to the Articles of Incorporation of the Greater New Orleans Expressway Commission. The Parishes of Jefferson and St. Tammany executed the Articles of Incorporation on October 20, 1954, with the above amendment being approved on August 7, 1986.

\*\*The GNOEC created the Director of Transition and Hurricane at its August 24, 2009 meeting. This position was filled from August 2009 through December 2009 at the salary amount of \$13,246/month, which at the time represented one month of an annual salary of \$158,950, which was the salary of the prior General Manager at retirement. The prior General Manager filled this created position in FY 10. This position was eliminated during FY 10.

\*\*\*In FY 10, the board approved the hiring of a new General Manager. The Commission approved a 5% increase in salary for the General Manager from \$105,000 to \$110,250 between FY 10 and FY 11.

<u>Requested Adjustments to Full Time Equivalency Position (FTE) Count:</u>	<u>FTEs</u>
FY 11 FTEs Approved (Including HPL Personnel)	120.0
Requested FY 12 FTEs (Including HPL Personnel)	115.5

The positions eliminated are: a command/security position (1.0 FTE), a Motorist Assistance Patrol position (1.0 FTE), a bascule rover position (0.5 FTE) and two dispatch positions (2.0 FTE). The eliminated positions were unfilled vacancies.

## OPERATING EXPENSES

	Actual	Actual	Approved	Requested	FY 11
<u>OPERATING SERVICES</u>	<u>FY 09</u>	<u>FY 10</u>	<u>FY 11</u>	<u>FY 12</u>	<u>to FY 12</u>
Advertising (Motorist Safety)	\$8,620	\$546	\$10,000	\$5,000	-50.0%
Publication of Public					
Notices and Minutes	\$2,388	\$4,621	\$2,500	\$2,500	0.0%
Insurance	\$2,124,959	\$2,475,700	\$2,500,000	\$2,644,100	5.8%
Travel	\$8,033	\$252	\$5,000	\$2,500	-50.0%
Telephone and Radio	\$175,651	\$169,834	\$235,000	\$190,000	-19.1%
Utilities	\$246,157	\$210,625	\$175,000	\$215,000	22.9%
Other Operating Services	<u>\$293,629</u>	<u>\$497,320</u>	<u>\$315,000</u>	<u>\$312,500</u>	-0.8%
<b>TOTAL OPER. SERVICES</b>	<b>\$2,859,437</b>	<b>\$3,358,898</b>	<b>\$3,242,500</b>	<b>\$3,371,600</b>	<b>4.0%</b>

There is a \$129,100 increase, or 4.0%, from approved FY 11 to requested FY 12 due to a projected increase in insurance premiums (5.8%) and utilities (22.9%).

## OTHER OPERATING SERVICES SUMMARY

	Actual	Actual	Approved	Requested	FY 11
<u>Other Operating Services</u>	<u>FY 09</u>	<u>FY 10</u>	<u>FY 11</u>	<u>FY 12</u>	<u>to FY 12</u>
Unused Vacation &					
Sick Leave	\$58,747	\$253,613	\$75,000	\$75,000	0.0%
Dues and Subscriptions	\$8,380	\$5,953	\$10,000	\$7,500	-25.0%
Trustee Fees	\$9,167	\$8,333	\$15,000	\$15,000	0.0%
Bank & Visa Charges on					
Toll Deposits	\$217,335	\$229,421	\$215,000	\$215,000	0.0%
All Other	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	0.0%
<b>TOTAL OTHER OP. SVC.</b>	<b>\$293,629</b>	<b>\$497,320</b>	<b>\$315,000</b>	<b>\$312,500</b>	<b>-0.8%</b>

This category includes dues for memberships in various police associations and chambers of commerce.

## SUPPLIES EXPENSE

	Actual	Actual	Approved	Requested	FY 11
<u>Supplies Expense Items</u>	<u>FY 09</u>	<u>FY 10</u>	<u>FY 11</u>	<u>FY 12</u>	<u>to FY 12</u>
Office Expense and Supplies	\$259,514	\$278,019	\$303,450	\$282,850	-6.8%
Oper. Expenses & Supplies	\$528,419	\$659,708	\$591,550	\$633,575	7.1%
Repair & Maint./Supplies	<u>\$645,743</u>	<u>\$566,489</u>	<u>\$530,050</u>	<u>\$470,250</u>	-11.3%
<b>TOTAL SUPPLIES EXP.</b>	<b>\$1,433,676</b>	<b>\$1,504,216</b>	<b>\$1,425,050</b>	<b>\$1,386,675</b>	<b>-2.7%</b>

### Office Expense and Supplies:

The GNOEC is requesting a 6.8% decrease in its office expense and supply budget. Included in this general ledger account are the costs related to leased office space, disposal services, postage, extermination and termite control, office machine repairs and maintenance contracts, and other general administrative office supplies.

### Operating Expenses and Supplies:

The approved budget for FY 12 is \$633,575, or a 7.1% increase from the previous approved budget and is attributed to increased oil and fuel costs. Included in the general ledger account Operating Supplies are the costs associated with vehicle and truck repairs and their

routine preventative maintenance. All gasoline, oil, auto parts, tires, lubricants, diesel fuel and any other similar costs are in this account. All police equipment on the vehicles and related maintenance is in this account. Also included in this account are all police uniforms and protective equipment and any expenditures for police car retrofitting.

**Repair and Maintenance Supplies:**

The approved budget for FY 12 is \$470,250, or an 11.3% decrease from the amount budgeted in FY 11. Included in this account are the costs for general maintenance and supplies needed on the bridge, toll tags, toll system software maintenance, computer and electronic repairs on all bridge equipment, plumbing and janitorial supplies for the entire operation, and air conditioning contracts and other miscellaneous items dealing with operations maintenance. Also included are the components of the crash attenuators on the bridge, which must be kept in stock and used by maintenance personnel in repairing damages throughout the year.

**PROFESSIONAL SERVICES**

<b><u>Professional Service Items</u></b>	<b><u>Actual FY 09</u></b>	<b><u>Actual FY 10</u></b>	<b><u>Approved FY 11</u></b>	<b><u>Requested FY 12</u></b>	<b><u>FY 11 to FY 12</u></b>
<b>Accounting and Finance</b>					
Independent Audit	\$12,750	\$12,750	\$15,000	\$15,000	0.0%
Accounting Services	\$60,676	\$53,821	\$85,000	\$70,000	-17.6%
<b>Total Accounting and Finan.</b>	<b>\$73,426</b>	<b>\$66,571</b>	<b>\$100,000</b>	<b>\$85,000</b>	<b>-15.0%</b>
<b>Engineering</b>					
Engineering Traffic Consultant	\$6,270	\$6,270	\$6,300	\$6,300	0.0%
Engineering Consultant	\$5,457	\$5,721	\$5,000	\$5,000	0.0%
<b>Total Engineering</b>	<b>\$11,727</b>	<b>\$11,991</b>	<b>\$11,300</b>	<b>\$11,300</b>	<b>0.0%</b>
<b>Litigation &amp; Legal Representation</b>					
<b>Gen. Counsel</b>	<b>\$90,156</b>	<b>\$80,366</b>	<b>\$65,000</b>	<b>\$65,000</b>	<b>0.0%</b>
<b>Other Professional Services</b>					
Investment Consultant	\$41,624	\$25,158	\$30,000	\$20,000	-33.3%
Police Integrity & Ethics	\$1,510	\$270	\$0	\$0	0.0%
<b>Total Other Prof. Services</b>	<b>\$43,134</b>	<b>\$25,428</b>	<b>\$30,000</b>	<b>\$20,000</b>	<b>-33.3%</b>
<b>TOTAL PROFESSIONAL SERVICES</b>	<b>\$218,443</b>	<b>\$184,356</b>	<b>\$206,300</b>	<b>\$181,300</b>	<b>-12.1%</b>

Not included in this category are the engineering costs associated with Major Repairs and the Capital Improvement Program projects. These costs generally range from 5% to 6% of a total project cost.

Beginning in FY 00, the Legislative Auditor began performing an annual audit of Commission's financial statements, which is now being performed by an independent CPA firm. The Commission, with the recommendation of the Legislative Auditor, has budgeted \$15,000 for this activity.

Accounting Services includes preparation of the financial statements and budget documents. The decrease in budget authority for FY 12 anticipates a greater portion of this work being prepared by in-house staff.

The traffic engineer provides information pertaining to annual traffic studies and toll analyses, which are used mainly for budget and operations planning.

Litigation and legal representation includes general legal consultation and litigation unrelated to insurance matters.

The Investment Consultant fee is based upon the amount of the rehabilitation fund investments under the consultant's management. The investment firm reduced its fee from twenty-five to fifteen basis points in FY 11. Additionally, there are lower balances in the accounts as funds have been expended on projects, resulting in a smaller portfolio of assets and reduced management expenses.

### **OTHER CHARGES**

<b><u>Other Charges</u></b>	<b><u>Actual</u></b>	<b><u>Actual</u></b>	<b><u>Approved</u></b>	<b><u>Requested</u></b>	<b><u>FY 11</u></b>
<b><u>Expenditures</u></b>	<b><u>FY 09</u></b>	<b><u>FY 10</u></b>	<b><u>FY 11</u></b>	<b><u>FY 12</u></b>	<b><u>to FY 12</u></b>
<b>Debt Service</b>	\$4,749,226	\$4,643,112	\$4,637,879	\$4,635,125	-0.1%
<b>Interagency Expense</b>					
Act 875 of 1988					
St. Charles Parish	\$50,000	\$50,000	\$50,000	\$50,000	0.0%
St. John the Baptist Parish	\$50,000	\$50,000	\$50,000	\$50,000	0.0%
Tangipahoa Parish	<u>\$50,000</u>	<u>\$50,000</u>	<u>\$50,000</u>	<u>\$50,000</u>	0.0%
<b>Total Act 875</b>	<b>\$150,000</b>	<b>\$150,000</b>	<b>\$150,000</b>	<b>\$150,000</b>	0.0%
Act 1227 of 1995					
City of New Orleans*	\$50,000	\$50,000	\$50,000	\$50,000	0.0%
Jefferson Parish	\$50,000	\$50,000	\$50,000	\$50,000	0.0%
St. Tammany Parish	\$50,000	\$50,000	\$50,000	\$50,000	0.0%
Washington Parish	<u>\$50,000</u>	<u>\$50,000</u>	<u>\$50,000</u>	<u>\$50,000</u>	0.0%
<b>Total Act 1227</b>	<b>\$200,000</b>	<b>\$200,000</b>	<b>\$200,000</b>	<b>\$200,000</b>	0.0%
<b>Huey P. Long Bridge</b>	<b>\$1,241,703</b>	<b>\$1,285,422</b>	<b>\$1,481,163</b>	<b>\$1,402,762</b>	-5.3%
<b>Total Interagency Expense</b>	<b>\$6,340,929</b>	<b>\$6,278,534</b>	<b>\$6,469,042</b>	<b>\$6,387,887</b>	-1.3%
Transfer to State of Louisiana (excess GNOEC collections)	\$0	\$0	\$0	\$0	0.0%
<b>TOTAL OTHER CHARGES</b>	<b>\$6,340,929</b>	<b>\$6,278,534</b>	<b>\$6,469,042</b>	<b>\$6,387,887</b>	-1.3%

Other Charges consist of Debt Service, Interagency Expense, and State Surplus. Interagency Expense includes expenditures per Act 875 of 1988 and Act 1227 of 1995. These Acts provide, prior to the transfer of surplus funds to the State of Louisiana, funding for the policing of the Huey P. Long Bridge and for the transfer of funds to specific local agencies as detailed in the table above. The Commission last returned surplus revenues to the State of Louisiana in FY 94 in the amount of \$104,748. Act 875 of 1988 requires the Commission to use surplus funds to police the Huey P. Long Bridge.

\*Act 892 of the 2008 Regular Legislative Session provides that of the \$50,000 distributed to the city of New Orleans, \$25,000 be allocated to the New Orleans Recreation Department and \$25,000 be allocated to the New Orleans Police Department.

### DEBT SERVICE REQUIREMENTS

<b>Fiscal Year</b>	<b>Series 1999A Bonds Total Debt Service</b>	<b>Series 2003 Bonds Principal</b>	<b>Series 2003 Bonds Interest</b>	<b>Series 2003 Bonds Total Debt Service</b>	<b>Series 2009 Bonds Interest</b>	<b>Combined Total Debt Service Requirements</b>
2011	\$0	\$1,160,000	\$2,225,829	\$1,040,000	\$212,050	\$4,637,879
<b>2012</b>	<b>\$0</b>	<b>\$1,200,000</b>	<b>\$2,187,019</b>	<b>\$1,065,000</b>	<b>\$183,106</b>	<b>\$4,635,125</b>
2013	\$0	\$1,240,000	\$2,145,069	\$1,095,000	\$153,406	\$4,633,475
2014	\$0	\$1,285,000	\$2,100,078	\$1,130,000	\$122,813	\$4,637,891
2015	\$0	\$1,330,000	\$2,053,513	\$1,155,000	\$91,394	\$4,629,907
2016	\$0	\$1,375,000	\$1,994,144	\$1,190,000	\$57,663	\$4,616,807
2017	\$0	\$1,450,000	\$1,919,988	\$1,225,000	\$19,906	\$4,614,894
2018	\$0	\$1,525,000	\$1,841,894	\$0	\$0	\$3,366,894
2019	\$0	\$1,605,000	\$1,761,738	\$0	\$0	\$3,366,738
2020	\$0	\$1,685,000	\$1,679,488	\$0	\$0	\$3,364,488
2021	\$0	\$1,770,000	\$1,600,856	\$0	\$0	\$3,370,856
2022	\$0	\$1,840,000	\$1,525,250	\$0	\$0	\$3,365,250
2023	\$0	\$1,920,000	\$1,444,150	\$0	\$0	\$3,364,150
2024	\$0	\$2,005,000	\$1,355,025	\$0	\$0	\$3,360,025
2025	\$0	\$2,105,000	\$1,249,275	\$0	\$0	\$3,354,275
2026	\$0	\$2,210,000	\$1,141,400	\$0	\$0	\$3,351,400
2027	\$0	\$2,320,000	\$1,028,150	\$0	\$0	\$3,348,150
2028	\$0	\$2,435,000	\$909,275	\$0	\$0	\$3,344,275
2029	\$0	\$2,560,000	\$789,200	\$0	\$0	\$3,349,200
2030	\$0	\$2,640,000	\$664,000	\$0	\$0	\$3,304,000
2031	\$0	\$2,775,000	\$528,625	\$0	\$0	\$3,303,625
2032	\$0	\$2,915,000	\$386,375	\$0	\$0	\$3,301,375
2033	\$0	\$3,060,000	\$237,000	\$0	\$0	\$3,297,000
<u>2034</u>	<u>\$0</u>	<u>\$3,210,000</u>	<u>\$80,250</u>	<u>\$0</u>	<u>\$0</u>	<u>\$3,290,250</u>
<b>TOTAL</b>	<b>\$0</b>	<b>\$47,620,000</b>	<b>\$32,847,591</b>	<b>\$7,900,000</b>	<b>\$840,338</b>	<b>\$89,207,929</b>

## HUEY P. LONG BRIDGE

<u>Huey P. Long</u>	<u>Approved</u>	<u>Requested</u>	<u>FY 11</u>
<u>Bridge</u>	<u>FY 11</u>	<u>FY 12</u>	<u>to FY 12</u>
<b>Administrative</b>			
Administrative Salaries	\$136,402	\$137,085	0.5%
Payroll Taxes	\$22,902	\$23,020	0.5%
Payroll Benefits	\$37,060	\$34,356	-7.3%
Materials, Supplies, Contract Work	<u>\$0</u>	<u>\$0</u>	<u>0.0%</u>
<b>Total Administrative Function</b>	<b>\$196,364</b>	<b>\$194,461</b>	<b>-1.0%</b>
<b>Operations</b>			
Police Patrol	\$593,923	\$590,519	-0.6%
Dispatch	\$109,799	\$108,161	-1.5%
Payroll Taxes	\$129,373	\$128,506	-0.7%
Payroll Benefits	\$133,426	\$132,906	-0.4%
Materials, Supplies, and Maint.	\$120,000	\$90,000	-25.0%
Telephone and Radio	\$25,000	\$25,000	0.0%
Unused Vacation and Sick Leave	\$5,500	\$5,500	0.0%
Insurance	<u>\$28,000</u>	<u>\$28,000</u>	<u>0.0%</u>
<b>Total Operations</b>	<b>\$1,145,021</b>	<b>\$1,108,592</b>	<b>-3.2%</b>
<b>Maintenance</b>			
Maintenance Personnel	\$91,606	\$68,751	-24.9%
Payroll Taxes	\$15,756	\$11,824	-25.0%
Payroll Benefits	<u>\$18,456</u>	<u>\$16,440</u>	<u>-10.9%</u>
<b>Total Maintenance</b>	<b>\$125,818</b>	<b>\$97,015</b>	<b>-22.9%</b>
<b>Capital Acquisitions</b>	<b>\$13,960</b>	<b>\$2,694</b>	<b>-80.7%</b>
<b>TOTAL HUEY P. LONG BRIDGE</b>	<b>\$1,481,163</b>	<b>\$1,402,762</b>	<b>-5.3%</b>

Since Act 875 of 1988, the Commission has budgeted expenditures for the policing of the Huey P. Long Bridge, not as a part of its operating budget, but as a reduction to surplus. A percentage of the Commission's administrative, police, and maintenance salaries and benefits, equipment, and acquisitions comprise total expenditures associated with the policing function.

Total expenditures for policing the Huey P. Long Bridge is projected to decrease by 5.3% or \$78,401. The change is due primarily to the decreases in operating supplies (25%), maintenance personnel expenditures (22.9%) and capital acquisitions (80.7%).

## ACQUISITIONS AND MAJOR REPAIRS

<u>Causeway Acquisitions, Major Repairs and Capital Improvement Program</u>	Approved FY 12
<b>Capital Acquisitions</b>	
Police	\$57,469
Maintenance	\$130,585
Operations & Administration	\$1,000
<b>Total Capital Acquisitions</b>	<b>\$189,054</b>
<b>Major Repairs</b>	
Consulting Engineering	\$400,000
Annual AASHTO Inspection	\$450,000
Emergency and Periodic Repairs	\$100,000
Preventative Maintenance of Mechanical & Electrical Systems	\$400,000
System Improvement	\$50,000
Hurricane Katrina / Gustav Recovery	\$0
<b>Total Major Repairs</b>	<b>\$1,400,000</b>
<b>Capital Improvements/Rehabilitation Program</b>	
North Channel Bascule Control System Replacement	\$360,000
South Channel Fender Repair & Structural Improvements	\$320,000
North and South Bound Traffic Signs	\$25,000
Modifications to the Cable Tray Support System	\$225,000
Replacement of the 9-mile Turnaround Spans	\$325,000
Realignment of Spans on the Northbound Bridge	\$125,000
Piling Restoration Transformer Vaults	\$540,000
North Toll Plaza and Toll System Replacement	\$2,000,000
Variable message signs (contract agreement)	\$180,000
Funds carried forward from Prior Year	(\$14,037,900)
Funds carried forward to Next Year	<u>\$11,920,577</u>
<b>Total Cap. Improvements/Rehabilitation Program</b>	<b>\$1,982,677</b>
<b>TOTAL ACQ, MAJ. RPRS. &amp; CAP IMP.</b>	<b>\$3,571,731</b>

### Acquisitions, Major Repairs/Capital Improvement Expenditure Category

#### Capital Acquisitions

Capital Acquisitions total \$189,054 in FY 12 and includes items such as maintenance vehicles, motorists assistance patrol units (MAP units) and various causeway police acquisitions. This category is budgeted in FY 12 at 57.1% less than the amount budgeted in FY 11. Projected capital acquisitions by operational unit appear below.

Causeway police acquisitions in FY 12 total \$57,469 and the expenditures include the purchase of One Chevrolet Tahoe Police Unit with options and light bars \$30,000, One Stalker DLS Radar \$2,100, Two Pelican/Panasonic Laptop Computers for vehicles \$8,000, Two Watchguard In-Car Video systems \$10,400, One Powerhart AED Machine (external defibrillator) \$1,295, One Tomba-Motorola XTS 5000 Radio \$4,399 and One Gun Clearing System \$1,275.

Maintenance acquisitions for FY 12 total \$130,585 and the expenditures include the purchase of: One F-150 pick up with light bars \$31,063, One 1700 AM radio for advisories \$7,500, One F-350 Rescue Truck with safety lights (MAP Unit) \$83,649, One Stokes Basket \$1,300, One Powerhart AED Machine \$1,295, and One 700 MHz Radio \$5,778.

Communications acquisitions for FY 12 total \$1,000 for One AIS System – UHF Radio Receiver Antenna and Software.

#### Major Repairs/Capital Improvement Program

Total expenditures anticipated in the major repairs/capital improvement program for FY 12 is recommended at \$3,382,677. Funds carried forward to FY 12 represent \$14,037,900 in funds budgeted in prior years for major repairs and capital improvement projects. In addition, the GNOEC will carry forward a total of \$11,920,577 from FY 12 for future projects. The GNOEC is required to have all funds available prior to the start of any capital project.

A complete list of the GNOEC Capital Improvement/Rehabilitation Projects with a brief description of each project can be found below. The costs include design, construction, and construction management. Consulting engineering firms provide all engineering services for Major Repairs and the Rehabilitation Program. The design engineering work generally costs approximately 5-6% of the construction cost. The cost of consulting engineers employed in the management of construction contracts is approximately 5.25-6% of the total construction cost.

The budget approved by the GNOEC on August 10, 2011 includes the capital improvement projects listed below. The projects approved by the GNOEC for a typical fiscal year often are changed during the course of the year due to changing priorities and other factors, which require projects to be altered or rescheduled (either delayed or moved forward).

#### Extraordinary Maintenance & Consulting Engineering - \$400,000

The services provided under this category include monthly and annual reporting, review of driveway and utility permits, inspection of accident site damages, inspection and coordination of repairs to bridge deck and approach roads when necessary, and other engineering services as needed.

#### Annual AASHTO Inspection of Facilities & Security Inspection - \$450,000

This is the annual inspection of the Causeway in accordance with Federal Highway Administration (FHWA) and American Association of State Highway & Transportation Officials (AASHTO) guidelines. The GNOEC's Trust Indenture requires that the bridge be inspected annually. In addition, the Consulting Engineers conduct monthly inspections of the underside of the bridge and the navigation lights.

#### Emergency and Periodic Repairs - \$100,000

This category includes services in connection with the bridge's electrical system, diesel spills at the Maintenance Building, bridge traffic control signs and gates, and directional signs and traffic signal lights on approach roads.

#### Preventative Maintenance Electrical/Mechanical Systems - \$400,000

The services provided under this category are in connection with assistance in maintenance of the CCTV Security Camera System, monitoring system operations of the high voltage electrical system and assistance in maintenance of the electronic toll system.



#### System Improvements - \$50,000

This category includes the following: survey and mark rights-of-way on approach roads, North Shore Toll System planning, and coordination with Louisiana DOTD/FHWA on federal TEA-21 funds.

#### North Channel Bascule Control System Replacement - \$360,000

This project provides for the replacement of the General Electric control system responsible for the automated operation of the North Channel Bascule and associated field wiring.

#### South Channel Fender Repair & Structural Improvements - \$320,000

The project includes preparation of plans and specifications for the repair of damages to the South Channel Fender (8-mile). Most of the damage was caused during Katrina and is in the form of broken handrails, loosened hardware and lost walers. In addition, maintenance, such as the filling of steel dolphins with rock and spiral stair replacement, will be addressed. At the North Channel, removal and replacement of tidal gauge signs will be performed. Inspections of the 9-Mile Turnaround have revealed that jacks installed after Katrina have started to deteriorate. Work needed to replace these jacks will be included in this project. Plans and specifications are being revised for bidding by LA DOTD to use Discretionary Bridge Program funds.

#### North and South Bound Bridge Traffic Signs - \$25,000

The project is to strengthen the sign supports and signs on the northbound and southbound bridges in an effort to improve the chances that they survive the next hurricane. FHWA will spend a smaller amount of money today to reduce the possibility of spending a greater amount after the next event.

#### Modifications to the Cable Tray Support System - \$225,000

The FHWA has a program to fund Permanent Restoration projects that minimize the future costs associated with damage caused by hurricanes. The high voltage aerial cable and support tray on the east side of the southbound bridge from the North Toll Plaza to the South Toll Plaza was severely damaged by Hurricane Katrina. The permanent restoration to be undertaken in this project consists of appropriate modifications to the cable tray support system to mitigate damage that may be caused by future named storms.

#### Replacement of the 9-Mile Turnaround Spans - \$325,000

The FHWA has a program to fund Permanent Restoration projects that minimize the future costs associated with damage caused by hurricanes. The permanent restoration to be undertaken in this project is the repair and/or replacement of the 9-mile turnaround spans of the bridge that were severely damaged by Hurricane Katrina.

#### Realignment of Spans on the Northbound Bridge - \$125,000

The FHWA has a program to fund Permanent Restoration projects that minimize the future costs associated with damage caused by hurricanes. The permanent restoration to be undertaken in this project is the realignment of the northbound bridge spans dislocated by wave forces associated with Hurricane Katrina.

#### Piling Restoration Transformer Vaults - \$540,000

This project will encapsulate all of the pilings supporting the nineteen transformer platforms on the west side of the southbound bridge. Inspections of the pilings revealed vertical cracks, spalled mortar repairs and lifting holes that either have lost their mortar plugs or were not plugged. The pilings are 24-inch by 24-inch post-tensioned reinforced concrete. To mitigate deterioration in the saline environment of Lake Pontchartrain, all seventy-six pilings will be encapsulated. The encapsulation will also cover the grounding rods on each of the platforms. Grounding rods will be replaced or repaired where needed.

North Toll Plaza and Toll System Replacement - \$2,000,000

This project is for the initial design and procurement of a new Toll Collection System and improvements to the North Toll Plaza. The Toll Collection System is at the end of its useful life as repairs are becoming more frequent and replacement parts are difficult to obtain. The tollbooths are more than twenty years old and need to be replaced. The pavement and drainage structures in the toll collection lanes at the North Toll Plaza have not been changed in more than 30 years. Due to the age of these items replacement is necessary.

Variable Message Signs – Maintenance Agreement - \$180,000

This provides for the inspection and maintenance of the variable message signs and call box systems on the bridge.

Finally, the Commission intends to carry forward \$11,920,577 in order to fund future projects on the major repair and improvements program. The GNOEC anticipates directing these funds to projects scheduled to begin in FY 13. These projects include the following: Bearing Pad Replacement Northbound, Southbound Bridge Bearing Rehabilitation, Bridge Striping, and Structural Repairs and Concrete Sealing of the Underside of the Bridge Deck. Historically, funds are carried to the next fiscal year as the GNOEC is required by its bond indenture to have all construction funds available before a project can be initiated.

## Salary Information as of September 2011

### ADMINISTRATION

TITLE/POSITION	DATE HIRED	FULL PART TIME	FY 11 CURRENT SALARY	FY 12 PROPOSED SALARY	\$ INCREASE
General Manager	9/1/09	FULL	110,250.00	110,250.00	0.00
Chief of Staff	2/3/75	FULL	99,750.00	99,750.00	0.00
North Shore Supervisor	8/1/81	FULL	65,618.50	65,618.50	0.00
Director of Finance	1/1/74	FULL	92,938.81	92,938.81	0.00
Human Resources Director	6/16/95	FULL	61,929.28	61,929.28	0.00
Executive Secretary	10/2/00	FULL	40,268.80	40,268.80	0.00

### COMMUTER SALES - TOLL TAG OFFICES

Supervisor	8/1/81	FULL	57,329.34	57,329.34	0.00
South Shore Tag Office	2/22/06	FULL	26,634.53	27,034.53	400.00
South Shore Tag Office	7/24/09	FULL	21,426.78	21,826.78	400.00
North Shore Tag Office	4/17/02	FULL	26,458.00	26,858.00	400.00
North Shore Leaderman	11/22/99	FULL	35,174.36	35,174.36	0.00

### ACCOUNTING

Toll Analyst	7/3/07	FULL	27,295.50	27,895.50	600.00
Accountant	5/28/03	FULL	54,483.38	54,483.38	0.00

### RECORDS

Clerk	8/19/96	FULL	29,326.68	29,726.68	400.00
Clerk	1/26/09	FULL	25,623.10	26,023.10	400.00

### SECURITY CAMERAS COMMAND POST

Leaderman	3/5/07	FULL	27,589.96	27,989.96	400.00
Monitor	11/9/09	FULL	19,817.20	20,217.20	400.00
Monitor	10/8/09	FULL	19,817.20	20,217.20	400.00
Monitor	3/23/09	FULL	22,280.96	22,680.96	400.00

**CAUSEWAY BRIDGE POLICE**

<b>TITLE/POSITION</b>	<b>DATE HIRED</b>	<b>FULL PART TIME</b>	<b>FY 11 CURRENT SALARY</b>	<b>FY 12 PROPOSED SALARY</b>	<b>\$ INCREASE</b>
Chief	8/5/08	FULL	99,271.32	99,271.32	0.00
Lieutenant	2/16/87	FULL	69,060.26	69,060.26	0.00
Lieutenant	8/25/08	FULL	50,119.30	50,119.30	0.00
Sergeant	10/20/97	FULL	55,585.64	55,585.64	0.00
Sergeant	3/15/99	FULL	53,853.51	53,853.51	0.00
Sergeant	10/12/87	FULL	67,013.21	67,013.21	0.00
Coporal	6/17/02	FULL	46,520.07	46,520.07	0.00
Corporal/Evidence Officer	9/18/06	FULL	40,558.29	40,558.29	0.00
Officer	9/19/96	FULL	47,928.92	47,928.92	0.00
Officer	9/2/09	FULL	36,036.00	36,036.00	0.00
Officer	7/15/08	FULL	38,241.84	38,241.84	0.00
Officer	7/10/06	FULL	39,569.06	39,569.06	0.00
Officer	9/1/10	FULL	34,320.00	34,320.00	0.00
Officer	7/28/98	FULL	52,481.30	52,481.30	0.00
Officer	8/24/10	FULL	34,320.00	34,320.00	0.00
Officer	12/7/10	FULL	34,320.00	34,320.00	0.00
Officer	11/3/09	FULL	36,036.00	36,036.00	0.00
Officer	8/16/10	FULL	34,320.00	34,320.00	0.00
Officer	2/1/10	FULL	35,349.60	35,349.60	0.00
Officer	6/1/11	FULL	34,320.00	34,320.00	0.00
Officer	5/19/09	FULL	36,410.09	36,410.09	0.00
Officer	11/3/09	FULL	35,349.60	35,349.60	0.00
Officer	1/4/11	FULL	34,320.00	34,320.00	0.00
Officer	10/4/10	FULL	34,320.00	34,320.00	0.00

**HUEY P. LONG BRIDGE POLICE**

Sergeant	9/1/93	FULL	62,536.66	62,536.66	0.00
Corporal	3/22/99	FULL	51,783.95	51,783.95	0.00
Officer	4/1/08	FULL	38,241.84	38,241.84	0.00
Officer	3/17/08	FULL	38,241.84	38,241.84	0.00
Officer	10/21/02	FULL	43,910.63	43,910.63	0.00
Officer	5/26/98	FULL	52,481.30	52,481.30	0.00
Officer	9/14/09	FULL	36,036.00	36,036.00	0.00
Officer	8/16/11	FULL	34,320.00	34,320.00	0.00

**COMMUNICATIONS - DISPATCH**

<b>TITLE/POSITION</b>	<b>DATE HIRED</b>	<b>FULL PART TIME</b>	<b>FY 11 CURRENT SALARY</b>	<b>FY 12 PROPOSED SALARY</b>	<b>\$ INCREASE</b>
Training Officer	11/1/96	FULL	51,910.42	51,910.42	0.00
TAC Officer	9/25/00	FULL	42,706.93	42,706.93	0.00
Team Leader	2/4/98	FULL	35,284.69	35,284.69	0.00
Team Leader	7/31/98	FULL	35,284.69	35,284.69	0.00
Dispatcher	3/3/08	FULL	27,274.46	27,674.46	400.00
Dispatcher	6/4/01	FULL	34,424.08	34,424.08	0.00
Dispatcher	4/23/01	FULL	33,166.28	33,566.28	400.00
Dispatcher	8/31/05	FULL	30,076.94	30,476.94	400.00
Dispatcher	11/18/96	FULL	34,424.08	34,424.08	0.00
Dispatcher	12/5/05	FULL	30,076.94	30,476.94	400.00
Dispatcher	2/2/04	FULL	31,709.88	32,109.88	400.00

**COMMUNICATIONS - BASCULE**

Supervisor	9/26/94	FULL	41,863.56	41,863.56	0.00
Operator	3/20/92	FULL	36,518.50	36,518.50	0.00
Operator	10/3/08	FULL	27,274.46	27,874.46	600.00
Operator	7/21/03	FULL	29,768.01	30,168.01	400.00
Operator	3/12/07	FULL	28,906.33	29,506.33	600.00

**MAINTENANCE**

<b>TITLE/POSITION</b>	<b>DATE HIRED</b>	<b>FULL PART TIME</b>	<b>FY 11 CURRENT SALARY</b>	<b>FY 12 PROPOSED SALARY</b>	<b>\$ INCREASE</b>
Asst. N.S. Supv/Safety Ofcr.	11/2/95	FULL	60,900.00	60,900.00	0.00
N.S. Maintenance Supv.	1/7/86	FULL	49,759.38	49,759.38	0.00
Electrical Supervisor	5/6/96	FULL	49,826.87	49,826.87	0.00
Bridge, Welding & Grounds	2/16/11	FULL	20,176.00	20,800.00	624.00
Bridge, Welding & Grounds	8/19/91	FULL	36,295.69	36,295.69	0.00
Bridge, Welding & Grounds	12/16/10	FULL	20,176.00	20,800.00	624.00
Electronics Technician	1/30/07	FULL	37,440.00	37,440.00	0.00
Grounds Leaderman	8/20/84	FULL	42,036.80	42,036.80	0.00
Electronics Technician	8/3/10	FULL	31,930.00	32,330.00	400.00
Welding Leaderman	12/12/88	FULL	37,432.01	37,432.01	0.00
Bridge, Welding & Grounds	8/2/04	FULL	24,273.39	24,873.39	600.00
Electrical	10/1/01	FULL	35,240.55	35,240.55	0.00
Bridge, Welding & Grounds	10/22/84	FULL	45,987.05	45,987.05	0.00
Electrical	2/18/08	FULL	31,327.03	31,927.03	600.00
S.S. Maintenance Supv.	2/23/09	FULL	30,900.00	31,300.00	400.00
S.S. Maintenance	10/1/02	FULL	28,319.10	28,719.10	400.00

**MOTORISTS ASSISTANCE PATROL - CAUSEWAY BRIDGE**

MAP Leaderman	2/1/82	FULL	45,096.67	45,096.67	0.00
Operator	12/8/08	FULL	22,032.19	22,632.19	600.00
Operator	10/29/07	FULL	31,974.68	32,374.68	400.00
Operator	5/9/11	FULL	27,040.00	27,240.00	200.00
Operator	10/1/07	FULL	29,260.47	29,660.47	400.00
Operator	9/8/09	FULL	27,040.00	27,640.00	600.00
Operator	5/5/08	FULL	23,395.01	23,995.01	600.00

**MOTORISTS ASSISTANCE PATROL - HUEY P. LONG BRIDGE**

Operator	5/1/09	FULL	28,686.74	28,686.74	0.00
Operator	7/9/07	FULL	36,652.82	36,652.82	0.00

**VEHICLE MAINTENANCE**

Supervisor	10/8/86	FULL	39,348.17	39,348.17	0.00
Mechanic	11/13/00	FULL	35,916.91	35,916.91	0.00
Mechanic	2/21/11	FULL	20,800.00	21,200.00	400.00

**TOLL COLLECTORS - NORTH SHORE**

<b>TITLE/POSITION</b>	<b>DATE HIRED</b>	<b>FULL PART TIME</b>	<b>FY 11 CURRENT SALARY</b>	<b>FY 12 PROPOSED SALARY</b>	<b>\$ INCREASE</b>
N. S. Toll Captain	1/30/96	FULL	31,425.80	32,025.80	600.00
Toll Collector	12/16/08	FULL	20,952.67	21,552.67	600.00
Toll Collector	10/4/10	FULL	19,240.00	19,640.00	400.00
Toll Collector	12/10/03	FULL	22,750.78	23,150.78	400.00
Toll Collector	8/26/96	FULL	31,839.62	32,239.62	400.00
Toll Collector	5/7/07	FULL	22,287.39	22,687.39	400.00
Toll Collector	11/28/08	FULL	22,503.77	22,903.77	400.00
Toll Collector	1/16/06	FULL	22,684.59	23,084.59	400.00
Toll Collector	11/8/04	FULL	23,395.01	23,795.01	400.00
Toll Collector	4/23/02	FULL	24,670.59	25,070.59	400.00
Toll Collector	7/16/08	FULL	21,782.80	22,282.80	500.00
Toll Collector	8/29/94	FULL	30,628.61	30,628.61	
Toll Collector	7/18/08	FULL	21,782.80	22,382.80	600.00
Toll Collector	8/22/06	FULL	22,287.39	22,687.39	400.00
Toll Collector	6/1/10	ROVER	13,050.00	13,050.00	
Toll Collector	4/27/06	ROVER	15,383.05	15,583.05	200.00

**BRIDGE MONITORS - SOUTH SHORE**

S. S. Monitor Captain	3/15/84	ROVER	23,046.40	23,046.40	
Bridge Monitor	5/5/08	FULL	21,434.28	21,834.28	400.00
Bridge Monitor	10/27/08	FULL	21,166.91	21,566.91	400.00
Bridge Monitor	5/23/11	FULL	19,240.00	19,640.00	400.00
Bridge Monitor	6/9/03	FULL	24,913.33	25,313.33	400.00